

Task 13-01: Tourist & Historic Railroads and Private Passenger Cars Update

to the

52nd Railroad Safety Advisory Committee Meeting

December 4th, 2014
Washington, DC



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12/5/2014



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Tourist & Historic and Private Passenger Cars

- The Working Group was established in 1996 to promote the safe operation of tourist and historic rail operations
- In 2013 the WG was tasked to ensure appropriate applicability of FRA regulations to tourist, excursion and historic railroads on and off the general rail system.

Tourist & Historic and Private Passenger Cars

- Task Statement 13-01 requires the T&H/PPC Working Group to report on and draft regulatory recommendations to update:
 - FRA's safety glazing standards (49 CFR part 223) on issues outside the scope of FRA's Glazing NPRM
 - FRA's freight car safety standards (49 CFR part 215) for freight cars that are 50+ years old
 - 49 CFR part 232, Appendix B, of FRA's freight power brake standards.



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- In addition, the WG was charged to identify any other issues involving FRA's regulatory treatment of T & H operations and equipment.
- Opportunities:
 - Reflectorization (Part 224)
 - Steam locomotive reporting (Part 230)

Tourist & Historic and Private Passenger Cars

Meetings

- April 9-10, 2014, Washington, D.C.
- December 3, 2014, Washington, D.C.

Task Group developed rule text regarding 50-year old cars, reflectorization, and steam locomotive

- Accepted by electronic vote of WG in November, 2014



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Proposed 50-year-old car rule (Part 215)

- Defines a tourist/historic railroad (THR) freight car
 - Not used to transport freight for hire
 - Not used in a train containing placarded cars
 - Speeds limited to ≤ 30 mph
 - Car used solely on the railroad that owns or controls it
 - Railroad must comply with recording and maintenance requirements of proposed Appendix E



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Proposed 50-year-old car rule (Part 215) (continued)

- Proposed Appendix E
 - Requires official records in lieu of stenciling
 - Requires periodic inspections by designated inspectors
 - Center plate inspection every 5/15 years (service based)
 - Cast iron wheels permitted w/ annual inspection plus derating of speed and capacity of car
 - Cars not subject to air brake requirements of Part 232 or with obsolete air brake require 5 year single car test



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Proposed 50-year-old car rule (Part 215) (continued)

- Proposed Appendix E
 - Requires notification of lessors of requirements of Part 215 when equipment is used for photography or film work

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Proposed air brake rule (Part 232, Appendix B)

- AAR referenced Standard changed from obsolete S-045 to updated S-4045-13
 - Net effect to bring D-22 and 26-C brake schedules in line with Part 238
- Standard federal “Incorporation by Reference” language added to make use of AAR Standard compliant with 1 CFR part 51



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Proposed air brake rule (Part 232, Appendix B)

- Allows the use of schedules not included in AAR standards to be used if maintained in a safe and suitable condition
 - Railroad shall have written maintenance plan
 - Plan must be based upon recognized industry standards and periods; and appropriate to utilization of the equipment

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Proposed air brake rule (Part 232, Appendix B)

- Modification clause
 - Modification may be made to S-4045-13 through publication and a 60 day comment period
 - If there are no written public objections, or FRA does not issue a written objection, modification becomes effective on 75th day
 - Clause is similar to modification clauses for Single Car Test Standards in Parts 232 and 238



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Proposed reflectorization (Part 224)

- A THR car as defined in Part 215 is excepted

Proposed Steam Locomotive reporting (Part 230)

- Form No. 4 “*Boiler Specification Card*,” and Form No. 19 “*Report of Alteration or Welded or Riveted Repair*,” are now to be filed with the Associate Administrator for Railroad Safety (HQ), rather than with the Regional Administrator

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Glazing NPRM (Part 223)

- Published September 26—closed November 25, 2014
- Definition of “antiquated” changed to “at least 50 years old”
- Downgrading glazing from compliant to non-compliant prohibited
- Obsolete transition dates from 1980’s cleaned from standard
- “Fully Compliant Part 223” stencil or plate eliminated



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Glazing NPRM (Part 223)

- Terms “private car” and “private transportation service” have been clarified, with discussion that use of equipment rather than circumstance of ownership triggers regulation
- “End facing glass” redefined to no longer include interior vestibule doors and end glass on semi-permanently coupled equipment

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Glazing NPRM (Part 223)

- WG met on December 3 to review public comment, as provided in [Task Statement 13-01](#)



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Future Tasks

- The WG has identified additional items under the fifth bullet of its Task Statement
 - *“Identify any other issues involving FRA’s regulatory treatment of T&H operations and equipment”*
 - Emergency preparedness
 - Part 213 track inspection weekly/bi-weekly of T&H railroads



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